ELECTRIC STORM WORKS DISASTER WITH BROOKLYN TROLLEY LINES.

TRAVEL BLOCKED AND STREETS TORN UP ON STATEN ISLAND AND SUMMER HOTELS STRUCK.

The storm which broke over the city at about 4:45 o'clock yesterday afternoon was one of the flercest ever experienced here. The lightning played havoc in Brooklyn principally, but in other places in the neighborhood as well. All night long the police received reports of damage from the wind and the rain. Three lives were lost, so far as known, as a result of it. The storm wrought disaster for two or three hours with the surface lines of Brooklyn. All the main lines, with the exception of the Fulton-st. and Broadway lines, were more or less obstructed, but the worst blockades were on the Brighton Beach, the Third-ave, and the Flatbush-ave, and Bergen Beach routes. On the did not enter the building. Brighton Beach line at Oak Crest, where there is a cut about eight feet deep, the water flooded into the depression, and caught the heavy tide of travel returning from the Brighton Beach There were a few cars that got through with the water up to the running board, but after that the water and mud got deeper. and soon there was a blockade.

The passengers were in a sorry plight. Car after car crowded with passengers came up and waited for the one ahead to get out of its way. The rain beat under the curtains of the cars soaking the clothing of the passengers and causing untold discomfort. Hundreds of women who had witnessed the races were drenched and had their finery ruined. After the cars had been stalled for half an hour, many of the passengers who had pressing engagements "waded ashore" and made their way to the Coney Island and Brooklyn and the Manhattan Beach lines, where they had another long wait before they could squeeze into the overfilled cars. It was nearly 9 o'clock before traffic had resumed its normal condition on all the surface lines.

On Staten Island traffic was impeded by flooded tracks, and the trains were delayed about an hour. Streets were washed out and gutters destroyed in many places on the island. Several hotels and church steeples on Long Island were also struck.

SEVERE IN THE CITY.

HEAVY RAIN AND VIVID LIGHTNING FOLLOW HIGH TEMPERATURE.

A storm with a great deal of rain, much thunder and an unusual display of lightning passed over the city yesterday afternoon. After it had passed another storm came up so quickly that it could hardly be called a separate one. It was much milder, and there was far less lightning. It did little damage to property. It cooled the city twenty degrees, to the immense relief of those who had to remain in it.

The storm came up soon after 4 o'clock, having been noticed approaching from the southwest for some time before that hour. The wind began to increase from the zephyrs in which it had been blowing on the water—there was none at all on land—and in a little time forty miles an hour was its rate, sweeping over water and shore. It kept on increasing as the storm's volume. ume and intensity became greater, until at the height of the tumult it blew at the rate of sixty-six miles an hour, whipping the waters of the harbor into whitecaps and materially retarding the speed of the vessels in its teeth,

All the yachts which had been out trying to catch some air had a fine sail for a few minutes, but they had then to put into the nearest port, as they saw that the wind would keep on increasing. It was over forty miles at 4:30 o'clock, over fifty miles at 4:35 o'clock, and sixty miles an hour at 4:45 o'clock, earching its highest rate in a few minutes more. It decreased as rapidly ofter the great black clouds had moved over the sea and land, and from forty-two miles an hour at a little before 5 o'clock it dwindled away to sixteen miles an hour at 5 o'clock, and in another few minutes was blowing at the rate of only eleven miles an hour.

As the wind increased the temperature dropped. The day had been a very warm and oppressive one, the heat registering 91 degrees at 4 o'clock. The storm sent it down to 71 degrees in fifty minutes, and left the mercury standing at that point for nearly the rest of the night, it getting as high as 76 between 8 and 9

The rainfall kept up with the record of the temperature and wind by registering more than in the majority of storms this year. The Weather Bureau reported that .57 inch of rain had fallen during the two storms up to 9 fallen during the two storms up to 9 o'clock. It was reported from the Bureau that the two storms were almost the same, the second following the first so closely. There was a respite from the rain, however, long enough to allow many people to get back home from nearby resorts.

lightning display kept up with the record, The lightning display kept up with the record, the display being an unusually exciting and magnificent one. In all passenger carrying vehicles the women were more loath than usual to look out the windows at the flashes of electricity, which were very vivid. One of the flashes hit the flagpole on the roof of the Dunglay at Reade-st, and Broadway. The vole was splintered. Building, at Reads pole was splintered.

Flashes seemed to strike in many places, but this seeming proved to be because of the unusual amount of lightning prevalent, and the vividness of the flashes. A commotion was caused at Sixth-ave, and Twenty-third-st, by a flash which many persons believed struck at that point. Some people described the flash as a big ball of blinding fire that exploded with the thunder, and then scattered into so many pieces that it was entirely lost. More conservative people said the flash was an unusually brilliant one, but the radicals, especially the women who were frightened, stood their ground that it hit something. Nothing was found to be injured in the neighborhood. Flashes seemed to strike in many places, but

TROLLEY CAR A VERITABLE BATTERY. CONDUCTOR AND MOTORMAN SHOCKED AFTER IT WAS STRUCK.

Seventy-five people on trolley car No. 627, of the Third-ave. line in Brooklyn, had a thrilling experience in the midst of the storm. The car was at Thirty-ninth-st., when there was a flash of lightning, which traversed the top of the car, flaring up around the controller box and shocking the motorman, who immediately jumped from the car and refused to go back. The shock was so great that the women and children in the car became greatly frightened and the children began to scream. About half of the passengers jumped off the car, despite the drenching rain. The conductor, H. S. Lasher, tried to quiet the passengers by going among them and speaking to them, teiling them there was no particular danger. His hands came into contact with metal, and he was knocked off the car to the ground. The fall did not hurt him, but the effect on the passengers was terrifying, and those who had stuck to their seats followed the others and scrambled to the ground. The car was taken to the depot at Fifty eighth, at the others and scrambled to the ground. The car was taken to the depot at Fifty-eighth-st. and every one who touched the metal work on it was shocked. It was shoved on to a siding in the car depot, and for two hours afterward it was, as one of the motormen afterward said, "a hot proposition." An examination of the car later showed that many of the lights had been burned out, and it was otherwise damaged. Between 5 and 6 o'clock the water came down Thirty-ninth-st., Brooklyn, in such a torrent that it washed mud and gravel on the trolley tracks, blocking the line. It was nearly an hour before the blockade was raised.

STATEN ISLAND CARS BLOCKED. STREETS TORN UP AND THE FERRY HOUSE

FLAGPOLE STRUCK. Staten Island was deluged by a cloudburst Yesterday afternoon, and great damage was

ers, but so far as could be learned last night cut off in many places, and returns were slow the only damage by wind was the breaking off in coming in. of trees and large limbs. There was some hail dark that gas and electric lamps had to be

lighted in stores and houses. The house of L. W. Smith, at No. 18 Prospectst., Stapleton, was struck. The bolt hit the fied, and the procession of baby carriages roof gable, entered the attic, tore out a window through the entrances was a sight to behold. and ripped off some of the clapboards as it es-

caped. No one in the house was injured. While the ferry house at St. George was crowded with people the flagpole on the building was struck. There was a blinding flash and a crash as of broken glass. It seemed as if the restaurant directly under the flagpole was ablaze for an instant, but the building was only slightly damaged. The people were alarmed, and many of the women in the waiting room screamed. The cupola on the Smith Infirmary was struck and wrecked, but the electric fluid

northerly and easterly shores of the island, where of No. 197 Myrtle-ave. The babies had been on the hillsides the streets were quickly con- taken from the carriages only a few minutes verted into raging torrents, and in many places the water rose above the sidewalks and flooded the adjacent buildings. Great gullies were ripped open in the macadam roads, paved gutters were torn up and culverts wrecked. It will require from \$5,000 to \$8,000 to repair the damage.

The tracks of the North Shore division of the Rapid Transit Railway were buried under dirt and rocks near St. George, at two points between the New-Brighton and Sailor's Snug Harbor stations, and near Elm Park, Port Richmond. The trains were stalled for an hour. On the east shore trains were stalled for a short time at Tompkinsville and at Fort Wadsworth. The trolley cars of the Staten Island Electric Railroad were filled with pleasure seekers on their way to and from South Beach when the their way to and from South Beach when the storm burst, and the curtains of the summer cars afforded little protection to the occupants. At nearly all of the cross streets between St. George and Snug Harbor the tracks were burled to a depth of from one to three feet, and it was nearly 6 o'clock before the tracks were cleared and the forty or more carloads of passengers could be got through to their destinations. There was only a little trouble on the section of track between St. of passengers could be got through to destinations. There was only a little le on the section of track between St. te and South Beach. The motors on three George and South Beach. cars were burned out, but no one was shocked. The Midland's tracks at Stapleton, Tompkins-ville and in the Clove Valley were also burled, and it required over an hour to open the road for

FIVE PERSONS HURT ON A CAR.

TROLLEY COLLISION IN BROOKLYN-A BOY FOUND DEAD AND OTHER ACCIDENTS.

One of the worst trolley accidents in the storm was near the junction of Avenue N and Flatbush-ave., where the straight line from Bergen Beach intersects the Flatbush-ave, line. The cars from Bergen Beach were heavily laden with people fleeing from the storm. At the height of the storm two cars running in the same direction collided at the points named, and the following were injured:

All the injured were removed to St. John's Hospital, where they were reported to be doing well last night. Some of them after being

treated were sent home. The Rapid Transit officials would not give any details concerning the accident. It was learned, however, that the motorman on the rear car was facing the storm and did not apparently see how close he was to the car ahead. driving his car into it at nearly full speed.

Taylor S. Buck, of No. 357 Fourth-st., was passing Second-ave. and Fortleth-st. at 5 o'clock, when he ran on to the prostrate form of a boy apparently about twelve years old. The boy was dressed in a blue "jumper" and blue jean overalls. He had a crab net in his hand, Near by was a trolley pole, from which dangled a wire. This wire reached the top strand of a wire fence, and the two were of a height so that the lad could have run against them as he was trudging home from crabbing. He was still alive when Mr. Buck saw him, and an amthe Fourth-ave, precinct station

Mary McGibney, of No. 204 Tenth-st., while running along Third-ave., stumbled through an open cellar door in front of the house of John Schratweiser, at No. 426 Third-ave. The cellar had been flooded by the sudden downpour, and Mary was in danger of drowning when she

Mary was in danger of drowning was rescued by William Carboy.

Nathan Straus, of No. 568 Baltic-st., was knocked from a Borden milk wagon at 5.55 o'clock last night in the storm by car No. 2.207 of the Fort Hamilton line, at Fifth-ave, and Seventy-fifth-st. Straus had his right hip injured, and he was taken to the Norwegian Hospital.

When Captain Charles Rogers named his new coal boat Major McKinley he thought he ought to have good luck with the vessel from that the to have good luck with the vessel from that time forward. He had pretty good luck until the storm of yesterday came along. Then the Major McKinley, with 450 tons of coal on board belonging to the Pennsylvania Ferry Company, went down at her pler, at Coffey-st. and Erle Basin. Captain Rogers, who lives at No. 615 Fifth-ave., says his boat was worth \$3,000.

Martin Cox, of No. 119 Forty-third-st., yesterday afternoon at 4:45 o'clock drove his span of horses unconsciously against a trolley pole which the storm had wrested from its foundation at Thirty-inith-st. and Fort Hamilton-ave., and the horses dropped dead almost as soon as they

the horses dropped dead almost as soon as struck it. Mr. Cox valued his horses at \$350

the horses dropped dead almost as soon as they struck it. Mr. Cox valued his horses at \$350. It is said that he narrowly missed meeting the same fate in his efforts to extricate his horses after they ran against the pole.

The bathing houses at the Congress Park Hotel, at Sixtleth-st. Bay Ridge, were nearly wrecked during the early part of the storm. The houses were occupied by a number of women and children, when the storm broke and flattened them out. The occupants were soon floundering around in the water in the wreckage. James M. Connolly, proprietor of the hotel, and a number of his guests rushed to the assistance of the endangered bathers, and carried on their backs many of them to places of safety. Mr. Connolly says his damage amounts to about \$1,000. The Ariel Boat Club house was also partly wrecked, and an eight oared boat was sent adrift. It was afterward recovered.

The two story barn on the Hamilton estate at Bright of Blaze and Thirtyst.

sent adrift. It was afterward recovered.

The two story barn on the Hamilton estate at Brighton Place and Third-st. Coney Island, was demolished and thrown against a frame flathouse building across the street. The flathouse was wrecked and the walls broken in by the shock. The trestle of the old unused trestle railroad from Coney Island to Brighton Beach was blown down.

The two story cottage of Mrs. Gooleans.

blown down.

The two story cottage of Mrs. Goebel at Bay
Twentieth-st, and Bensonhurst-ave., Bath
Beach, was struck. People at Coney Island said
they saw a yacht capsize offshore in the storm.
It was a mile away and opposite the Shelter

SCHOONER RUNS INTO PRETORIA.

THE LATTER ONLY SLIGHTLY DAMAGED-A SAILOR THROWN OVERBOARD.

In the heavy squall down the bay yesterday afternoon the schooner Henry H. Grant, which was coming in from Norfolk with a cargo of lumber, ran into the Hamburg-American Line steamer Pretoria, which had sailed for Hamburg, and was temporarily anchored in the Narrows.

The schooner's fore and mizzen masts were snapped off at the deck and the main mast was carried away at the crosstrees. The schooner leaked considerably from a hole at her starboard water line. She was towed to Red Hook, on the Brooklyn shore.

The Pretoria lost her flagstaff and awning

and was somewhat damaged about the stern, but not so much so as to prevent her proceeding on her voyage, which she did, passing out about 6 o'clock.

In the collision a seaman on the schooner, named George, Ludwig, was thrown overboard and his body hid not been recovered up to a late hour last night. and was somewhat damaged about the stern, but

BABY CARRIAGES IN A PANIC. TWO OF THEM STRUCK BY LIGHTNING IN

HAVOC AND LOSS OF LIFE. | at 4:20 o'clock, and continued for half an hour. damage. Trees were blown down all over the For ten minutes in the middle of the storm the city, many of them encumbering the streets all wind reached a high velocity, and a repetition of night long. The telephone wires connecting outthe Elizabeth disaster was feared by the island- lying precincts with Police Headquarters were

> One of the scenes of terror was in Fort Greene and heavy crashes of thunder, and it became so Park. There was music there yesterday afternoon, and the high temperature drove thousands of people to the park. As soon as the storm approached the greater number of the people Many of those who thought that the storm would soon pass over remained in the sheltered places near the arbors on top of the hill in the park. Here were gathered a number of baby carriages, while the babies were taken to the covered shelter. Just as the storm broke a little girl named Mamie Wilson, of No. 9 South Oxford-st., dropped to the ground as the lightning flashed, and it was at first thought she was badly injured. She was picked up, and was found to be only slightly shocked. Two of the baby carriages were struck by lightning. One of them belonged to Mrs. Hyland, of No. 26 The force of the storm was confined to the Boerum Place, and the other to Johanna Ahearn,

> > Lightning struck a chimney five feet high on the top of the three story building No. 584 Clinton-st., owned by Mrs. Catharine Highland, throwing it to the roof of the adjoining house, where it crashed through and destroyed the furniture in apartments occupied by Neils Lund, causing a damage of \$200 to the building and story a damage of \$50 to the furniture.

> > \$50 to the furniture.
> >
> > The vacant factory belonging to H. J. Haggerty & Co., of No. 10 Platt-st., at No. 537, 539 and 541 Smith-st., was struck by lightning and set on fire at 4:45 o'clock. Part of the roof was torn off, and the building was damaged to the extent of \$1,000. There was no one in the factory at the time. The building is said to be insured.

A lamppost at No. 1,696 Bergen-st, was struck and partly demolished.

DAMAGE WROUGHT IN BAYONNE. WIND AND LIGHTNING FELL TREES AND RAIN FLOODS CELLARS.

The thunderstorm yerterday afternoon wrought much damage in Bayonne. The wind and lightning felled many large shade trees and injured numerous fruit trees in every section of the peninsula. The lightning played several peculiar frenks. In West Sixth-st., near Avenue D. Bergen Point, it almost wholly stripped the outer layers of bark from the trunk of a large oak tree, and tore the bark into splinters of varied lengths. From a dwelling in Avenue D, near East Fourth-st., it tore the lightning rods, and flung them to the earth in fantastic figures.

the storm was at its height lightning caused three fires in the big oil refinerles at Con-stable Hook. The flange of a vapor pipe leading to stable Hook. The flange of a vapor pipe leading to the tar stills in the Tidewater Oil Company's establishment was shattered by the electric fluid and the gases in the pipe were set ablaze. The fire communicated to the still. Two far stills in the yard of the Standard Oil Company's plant were similarly fired at almost the same instant, and the giant whistles of both works sounded alarms almost simultaneously. All three fires were extinguished by the employes before the flames could spread to other stills.

In the half hour's downpour of rain 1.20 inches (meteorological measurement) of water fell, flooding the low lying streets and inundating scores of basements and celiars. Cars on the electric trolley line between Bayonne and Jersey Chy were stalled for some time by the floods beneath the New-Jersey Central Rairoad's bridge over Avenue D. and at other points. The temperature fell from \$2 to 70 degrees in less than ten minutes. The barometer registered 29.90 when the storm broke, and continued to ascend until the rain stopped.

DROWNED OFF CRESCENT A. C. VO MEN THROWN INTO THE WATER-ONE RES-CUED BY THE SCHOONER WHICH CAUSED

In the height of the storm yesterday afternoon oner Sarah A. Merritt, of New-York, was caught in the squall off the summer clubhouse of Crescent Athletic Club at Owl's Head, Bay Ridge. Her crew dropped one anchor, but it did not hold, and before another one could be put out she began to drift on the rocks. Just at this a sixteen foot skiff, containing John Schroeder and Frederick Schneider, both of Jersey City, was

their sails and the skin's rocket and struck on the port quarter, upsetting the eraft and throwing Schroeder and Schneider overboard. The members of the Crescent Athlete Club immediately tried to rescue the two men and a rope was thrown to them from the schooner. Schroeder caught the line and was dragged aboard the schooner. Schneider had meanwhile sunk from exhaustion and failed to

ARVERNE HOTEL STRUCK GUESTS RUN OUT INTO THE STORM BATH-HOUSES SWAMPED BY WAVES.

Far Rockaway, Aug. 5.-The storm which struck here late this afternoon was one of the Outside of this place considerable damage was that the power of the Department in the case lapsed most violent ever known in this neighborhood. done by lightning. The guests at the Arverne Hotel were driven out into the storm in a panic by a bolt that struck the hotel. The storm came up suddenly, and was accompanied by vivid flashes of lightning and terrific peals of thunder. The guests at the Arverne Hotel were all indoors, as the wind carried the rain in sheets in every direction.

During a full in the storm there was a blinding flash of lightning followed by a report like a salvo of artillery. Some one cried that the hotel had been struck, and a rush was made for the doors. Many guests ran out into the rain without coats or headgear, and it was some time before the hotel people could induce them to return. An examination showed that a bolt of lightning had struck the roof, and run down the side of the building. A long black mark showed its course. A short distance from the hotel stands the cottage of Charles Lehman. This house was also struck, and it is thought by the same flash that hit the hotel. Neither place was damaged to any extent.

There were many cottagers and hotel guests in bathing when the storm broke. The bathers had no time to reach the bathhouses. A high wind carried the water up to the dressing rooms, and the rising tide soon reached those shelters. Those who were in the water ran to the hotel, and some who had managed to reach the houses had to make their escape soon after en-tering them. The water dashed over the little structures, soaking everything inside. There was a funny sight after the rain stopped. Every one who had been in the water was compelled to walk to the hotel or home in a bathing suit carrying his wet clothing.

Three boats were capsized in front of the

hotel, and more were turned over in the bay, but no one was drowned, so far as could be

learned to-night.
The Methodist church at Inwood was The Methodist church at Inwood was struck by lightning. The steeple was demolished and fell to the ground. At Lawrence the Lawrence Methodist Church was struck, but not damaged much. The lightning glanced down the steeple and struck the ground. All telephone and tele-graph lines are down between Rockaway, Far Rockaway and Arverne, and hundreds of trees lie in the roads, having been blown down by the wind.

BRIGHTON BEACH HOTEL SUFFERS. ELECTRIC LIGHTING PLANT DAMAGED AND THE CASINO CLOSED EARLY

The smokestack of the Brighton Beach Hotel's electric light plant was blown down in the storm, and the electric lights in the hotel were dimmed all the evening in consequence. performance in the Casino had to be stopped at 9 o'clock instead of 11, owing to the insufficlent stage light, and a large audience went away disappointed. The stack of the Edison electric works at Coney Island swayed and tot-tered in the wind, and the employes ran out of the building as a precaution to insure their safety. They propped up the stack with heavy timbers and prevented it from falling.

TOWBOAT STRUCK BY LIGHTNING. Pomeroy, Ohio, Aug. 5.-During a severe thunder storm, accompanied by a heavy wind, last night, the Pittsburg towboat Advance, which had under gone extensive repairs at the Middleport docks, was struck by lightning and consumed by fire. The up the macadam roads on the hillsides, covered railroad tracks with mud and rocks, and flooded railroad tracks with mud and rocks, and flooded at about 4:45 o'clock, and did a great deal of at about 4:45 o'clock, and did a great deal of escape with great difficulty.

COST OF LIVING GREATER.

LARGE INCREASE IN THE PRICES OF FOOD AND MATERIALS.

With the exception of flour, which sells to-day at about \$1 less than a year ago, the cost of living generally has increased in the last twelve months. The price of metal and textile materials has advanced nearly 100 per cent, and such staples as print cloths are higher by 30 or 40 per cent than this time last year. There has een a general increase in the prices of dyestuffs and starch. The pine boards from which the boxes for packing the goods are made are about 15 per cent more expensive than formerly; the nails and woven wire bands used in fastening the packages are from 15 to 20 per cent dearer, and labor is fully 10 per cent higher than two years ago. There have been advances in all classes of hardware, while housefurnishing goods cost 10 to 15 per cent more. Carpets are about 20 per cent higher, while stoves and kitchen utensils, owing to advances in iron and other metals, are from 35 to 50 per cent above the prices quoted twelve months ago.

Last year table salt was 80 and 90 cents a parrel; now it is \$150. This high rate is considered excessive, and the result of trade combinations. There has been a little rise in the prices for refined sugar, while some important changes have occurred in the prices for spices which householders most frequently use. Pep-pers are from one and a half to two cents a ound higher, while other spices cost about four ents a pound more.

These are only some of the increases on

These are only some of the increases on supplies bought daily by the housekeeper, but the superintendent of a large department store said yesterday that every branch of the establishment was selling goods at prices considerably above those of a year ago. The change, however, he said, had been so gradual and had been so masked by retailers that the average housewife does not realize that she is paying more for any given article of dress or food.

TO ISSUE GOLD CERTIFICATES.

THE TREASURY DEPARTMENT PREPARING TO MEET THE EXPECTED FALL DE-MAND FOR CURRENCY.

Washington, Aug. 5.-The Treasury Department to-day made a requisition on the Bureau of Engraving and Printing for the printing of \$10,000,000 gold certificates of the denomination of \$20. The Treasurer now holds a large unissued supply of certificates of the larger denominations. the evident intention of the Treasury Department to be in a position to issue gold certificates freely for gold coin should the fall movement of currency lead to a demand for gold certificates in exchange for gold coin. It is to be noted that while gold coins can be freely had in denominations of \$5 and \$10, the law restricts the issue of gold cer-tificates to denominations of \$20 or multiples thereof. It is a debatable question, therefore, whether gold certificates will adequately meet the demand for money of small denominations.

It is now apparent that in the fall movement of the crops there will be a pressing demand for more currency or paper money. As this can be furnished in no other way than by the issue of gold certificates, there will undoubtedly be a demand more or less great on the Treasury for such certificates against the deposit of gold coin.

The Sub-Treasury at San Francisco, has already been instructed to resume the issue of gold certificates on deposits of gold and in payment over the counter of Government obligations. The other sub-treasuries have been instructed to the same effect by letter, which they will receive before business hours on Monday morning. The sub-treasurers have also been advised that the Government ers have also freen advised that the Government will ship to them an additional supply of gold certificates to-day, of what is known as Department series in denominations ranging from \$30 to \$1,000 and aggregating about \$10,000,000. It is anticipated that the gold certificates most in demand will be what is known as "to-order certificates." These will be issued on request to individual depositors of gold, and in their own names, in sums ranging from \$5,000 to \$10,000 each. The Government now has in its vaults between \$85,000,000 and \$30,000,000 in gold certificates, of what is known as the "Series of 1885," and these will be supplied on demand until others may be printed at the Bureau

of Engraving and Printing. It will be recalled that Secretary Carlisle sus-pended the same of gold certificates by an order promulgated April 14, 1893. His authority was that contained in Section 12 of the act of July 12, 1882, which made it obligatory on the Secretary of the Treasury to suspend the issue whenever the gold reserve retained in the Treasury should fall below \$100,000,000. This question of resuming the issue of gold certificates, which was suspended by Secretary Carlisle, has been under consideration by tary Carilsie, has been unoths. He has given Secretary Gage for several months. He has given tion his best thought

secured the views of other leading financiers throughout the country, before taking this step. In Mr. Cleveland's time the gold reserve fell below tion one, and the issue of gold certificates ceased under the direction of Secretary Carlisle. He held when once the reserve was trenched upon, and yet certificates were afterward issued for two brief

periods and for small sums during his term.

Since the accession of President McKinley the subject has been under discussion in financial newspapers and among bankers, and inquirtes have been addressed to the Department and counsel tendered relative to the resumption of the issue. Secretary Gage has given much consideration to both th legal and the business aspects of the proposition. It is understood that he has been advised that the

issue of these certificates is an administrative measure wholly within his discretion. The present call for paper money, it is said, is not due to any reduction of notes of any kind. The Treasury has for a long period had only \$20,000,000 for use in all its offices, and has been able to put out notes only in redemption or in exchange for other denominations. All the rest of the \$845,000,000 of paper is in the hands of the banks or the people, and in unusual degree in the Northwest and the

Southwest. Secretary Gage resumes the issue of gold certificates with the purpose of extending the aid of the Government in moving the crops in any proper way that offers or is believed by prudent people to be helpful. Now that the Department has gone to the limit of its power in this direction, it is insisted that the banks and the people must adjust them-

welves to the situation.

No gold certificates can under the law be issued for denominations less than \$20. Treasurer Roberts directs attention to the fact that the demand for currency is in much the greatest degree for smaller By using gold certificates for \$20 and upward, the other kinds of paper can be turned more and more into denominations smaller, and this will give some relief. Gold coins can be used in \$5 and 410 denominations, if popular prejudice will permit. Treasurer Roberts emphasizes the fact that for Treasurer Roberts emphasizes the fact that for these certificates gold coin must be deposited in the Treasury, absolutely dollar for dollar. The volume of currency therefore cannot receive any increment by this process. A certain fluidity is, however, added, since the certificates will be likely to be passed from hand to hand and be shipped with Streater facility.

Hope is expressed by Treasury officials that since the vaults of the Department at all its offices are already crowded, banks will turn in coin only for fair business reasons to secure currency for necessary use.

The following letter of instructions was sent by Treasurer Roberts to-day to all assistant treas-

Treasurer Roberts to-day uters:

"The Secretary of the Treasury has determined to ratume the issue of gold certificates, according to former practice. You will receive cold coin when offered, and deliver gold certificates in exchange when demanded, in such denominations as the depositor may call for. Your office will receive a supply of gold certificates as they may be required, and you will please indicate what denominations will be most useful, and how large a volume will be desirable."

AID TO PORTLAND'S TRADE.

CONTRACTS FOR STEAMERS SIGNED BY GRAND TRUNK LINE.

Portland, Me., Aug. 5.—Contracts which have been signed by the Grand Trunk Railway promise to give to Portland a big shipping business, the schedule as it stands at present providing for a foreign steamer every day in cold weather. The following: Weekly boats to Liverpool, Allan Line and Do-

minion Line; to London, Thompson Line.

Fortnightly boats to Glasgow, Donaldson Line;
o Glasgow, Allan Line; to Bristol, Elder-Dempster to Glasgow, Allan Line; to Bristo, Line; to Hamburg, Hamburg-American Line; to Antwerp, Leyland Line, and to Manchester, Manchester Line.

The fortnightly boat to Antwerp and the boat to Manchester are entirely new to Portland. Other Mines not mentioned here may sign contracts later,

SIMPSON, CRAWFORD & SIMPSON.

LAST OF SHIRT WAISTS.

NEW, big lots are remade from innumerable little tributary groups. Colors are once more mated and size-lines straightened out. The choice is immense, the bargains untellable—but, fair warning, we can make no accurate prediction how long they will last, nor, in face of such prices will any one be wise to wait.

3 WAIST BARGAINS FOR LADIES ARE:

29c in colored zephyrs, percales and lawns, oxfords, novelty cotton effects 75c in striped and cord-novelty cotton effects 75c ed zephyrs, Oxfords, including Waisis sold to and white lawns, worth Madras, white pique and over \$1.

2 WAIST BARGAINS FOR MISSES AND GIRLS:

percales, dainty and extremely attractive, catchy conceits and novelty styles. Sizes 8 to 14 years, were 48c. on Satur- 29c 8 to 16 years, were mostly 98c on 48c

Tucked and full blouse fronts, in striped | Bayadere and corded Madras, in a host of

SO WITH THE LAWN HOUSE GOWNS. There is but one method of making a com-\$1.39, \$2.25, \$2.98 plete quittance. That way is best expressed by a comparison of to-morrow's cut prices and real \$2.25, \$3.75, Whole stock thrown on to three coun-(a fair parallel.)

WASH SKIRTS. \$1.95 Another reduction creating new bargains.

values.

White pique with insertion in approved designs, and polka dotted pique having panels of embroidery. Some of the year's grandest values are on this table.

\$3.50 Under which come our \$5 and \$6 Skirts.

Blue denims, plain linens, polka dot and plain white pique, elaborate and rich in novel panellings and trimmings. These Skirts would be distinctive among any surroundings, their true value is hard to define.

EMBROIDERY. Filling up stocks after inventory excludes these-

Special lines of insertings, edgings, allovers—very special qualities—extra special price inducements.

Swiss, nainsook and cambric insertings, excellent examples of fine, delicate embroideries on the popular design order. Still full lines of patterns.

10c., 12c., 15c. yard.

YOKINGS.

All over embroidery, lace and embroidery, organdie and lawn tuckings, puffings,

68c. to \$1.98 yard.

GOLF HATS.

Our assortments of trimmed Golf Hats are kept up by a continual freshening of noyelties. Noticeable in this connection are the lately introduced gull breast trimmings, our own originated styles, confined to us. Mackinaw and Felt Golf Hats are largely represented in the newest quill and combination effects.

SAILOR HATS.

\$1.98 Split Braid Sailors, 79c. \$1.75 Rough Braid Sailors, 98c. \$2.25 New Braid Sailors, \$1.48.

ODD LOTS. lava Short Back Sailors, in natural shade,

laneous collection of Untrimmed 29c **BATHING SUITS**

white imported Body Hats and a miscel-

For Ladies-In navy blue flannel with deep sailor collar, heavily braided in \$1.95 white .

For Ladies-In black brilliantine, with novelty braid trimmed Columbia collar. In blue brilliantine, with self colored braided sailor collar. Either of \$3.95 these two styles . . .

TO CLOSE NEGLIGEE SHIRTS.

Final Reductions to Clear Various Lines.

69c. 59c. 39c.

Instead of twenty prices—four! Simplifies everything, and will infallibly sell our shirt surplus for us in one, or at most, two days of record-breaking business. Stock on hand—approximately 1000 dozens. Designs—only such as are new, proper and high-class. To sum up, Men's and Boys' Negligee Shirts below cost of manufacture.

19th St.

Sixth Avenue.

SIGN OF GREAT PROSPERITY.

FAILURES FOR JULY FEWER THAN FOR ANY OTHER MONTH BUT ONE

ON RECORD. If further proof were needed of a fact already well known to all observers of business and financial conditions, that this country is now enjoying a period of exceptional prosperity, it would easily be supplied by the figures published by "Dun's Re-view" of yesterday. The extent of the failures occurring in a given time constitutes one excellent test of the state of business, and "Dun's Review" shows that the failures for July were the smallest for all months on record except May of this year, when the failures aggregated less than \$4,000,000.

Discussing the financial outlook, the paper says: "London again recognizes the financial power of this country. The Bank of England virtually adnits that it cannot draw from New-York the gold it needs; exchange moves to the importing point; ver \$1,000,000 starts from Sydney to San Fran London's net buying of stocks has been 40,000 shares, and bills against produce to be shipped are very heavy. When it is known that over \$32,000 -000 worth of the stocks of four leading American railroads were sent here by London during the last eighteen months, the foreign buying may prove im portant. Heavy shipments come from Alaska, and official reports show that the United States mines

produce over \$65,000,000 yearly. "While \$1,750,000 was sent in one day to help a threatened Canadian bank, receipts from the in terior balance that outgo. New-York banks show great increase in deposits and loans, with none in cash, compared with last year; but instead of shipping money to move crops they are receiving it in August, and commercial loans of the banks here are cut down to 13 per cent of their total, because country banks are taking large amounts.

This describes a revolution in finances not unlike that in industries, Europe searching for wool here at 50 cents, scoured, and for pig iron at \$20 a ton. A vast demand for both materials has fallen upon the commercial world, which this country alone appears able to meet for its own needs."

The fact is noted that shipments of wheat last

The fact is noted that shipments of wheat last month were far heavier than in July of last year, "The Review" continuing: "Such shipments make crop estimates obsolete, "Such shipments make crop estimates obsolete, and render accounts of storms in Northwestern States impotent. Atlantic exports for the week-3,765,787 bushels, flour included, against 3,628,731 last year and 12,121,370 since June, against 10,334,161 last year—continue to support hopes of great foreign demand. Not less potent in that regard is the shipment of 4,003,497 bushels of corn for the week, against 1,734,347 last year, and 15,638,018 bushels since June, against 8,502,330 last year. The week's decline was nearly one cent in price. "Stocks have naturally risen with events like these, sixty railroad stocks averaging 37 cents higher than a week ago, and fourteen trust stocks \$2,63 higher. Great earnings support the better railroad stocks, amounting in July to 17 per cent more than last year, that being the best month of the year, and the last being its best week."

PITTSBURG COAL PRICES ADVANCE. Pittsburg, Aug. 5.—The first substantial advance in the price of Pittsburg district coal since the in the price of Fittsburg district the since the rapid rise in the steel and iron market began has just become effective. It is a straight advance of 5 cents a ton on nut and lump coal, and from to 15 cents on slack. These advances are at the mines, and mean to the small and large consumer alike a sharp enhancement in this class of fuel. The prices now at the mines range from of fuel. The prices now at the mines range from 30 to 40 cents a ton on slack coal, according to the importance of the contract on which it is sold. The lump, or one and a quarter inch screened coal, has bounded up to 90 cents straight, and the nut, or three-quarters coal, has gone to 50 and 85 cents a ton at the mines. An advance to R a ton is predicted within the next six weeks.

ADVANCE IN WAGES. York, Penn., Aug. 5.-Notice has been posted in

the York Rolling Mill announcing a raise of puddlers' wages from \$3.75 to \$4 per ton, to take effect on Monday, August 7. This is the fourth raise in wages in the York mill since last spring.

RECORD SHIPMENT OF HOSIERY. Chattanooga, Tenn., Aug. 5 (Special).-The largest

shipment of hosiery from any one mill in the United States took place from the Richmond mills at Chattanooga to-day. Two solid carloads of hosiery was shipped to Baker, Moise & Co., of Dallas, Tex.

GOOD SEASON FOR LOGS PREDICTED. Hallowell, Me., Aug. 5.-The entire drive of the Kennebec logs has arrived at the Hallowell boom.
Assorting the logs will be finished in two weeks.

The "Popular Shop."

20th St.

SHOWING THE PROPER FOREIGN WALL PAPERS

SMART TOWN HOUSES: Inexpensive Lines of very effective Designs and Colorings, now in readiness for Inspection.

(Samples freely given and Trial Rolls sent on Personal Request; Selections may be bought by Customers' own Decorators.) JOSEPH P. McHUGH & CO.,

Wall Papers and "Liberty" Fabrica (Parcels \$5.00 and over) Carriage Free to all Parts of the States

PROMPTLY

MANUSCRIPTS Six million issued yearly. F. TENNYSON NEELY, 114 Fifth Avenue, New York.

EXAMINED. President Bradlett of the Kennebec Log Driving Company predicts the largest cut this winter of any season, owing to the great demand.

RAILROAD INTERESTS.

PLANS FOR A NEW SHORT LINE. Albany, Aug. 5 .- A certificate of incorporation of the Albany and Hidson Railway and Power Company, capital \$2,500,000, was filed with the Secretary of State to-day. The company proposes to build and operate a steam railroad eight miles long, from the operate a steam railroad eight miles long, from the village of Nassau, Rensselaer County, to Niverville, Columbia County. The directors are Louis B. Grant, A. Leonard Brougham, Clarke Day, Charles C. Clark, Frank G. Primrose, Benjamin F. Williams and Isidor Isaacsen, of Brooklyn, and Thomas S. White and Charles H. Werner, of New-York, The principal office of the road will be at Hudson.

TRUNK LINE PRESIDENTS MAY CONFER. It seems probable that another conference of the trunk line presidents will be called before the end of the month to consider the situation created by the action of certain Vanderbilt lines and the Grand Trunk in refusing to cease selling reduced excursion tickets to New-England points, a course which has led the Erie to announce that it will no longer be bound by the agreement arranged at the previous conference. The Erie desires that all rates should be restored at once to the basis in effect on May 1.

APPLICATION TO BUILD A ROAD. Albany, Aug. 5.-The State Board of Railroad Commissioners continued its hearings to-day, taking up the application of the Penn Yan, Lake Keuka and Southern Railroad Company for per-mission to extend its road from Savona, in Steuben

mission to extend its road from Savona, in Steuben County, to Penn Yan, Yates County, a distance of eighteen miles. C. C. Paulding, representing the New-York Central and Hudson River Raliroad Company, appeared in opposition to the application.

N. A. Culkins, on behalf of the Coxsackie and Greenwell Traction Company, asked the Board to allow the company to increase its capital stock from \$200,006 to \$350,000 in order to meet the cost for the construction of the road.

MEXICO AT THE EXPORT EXPOSITION. Philadelphia, Aug. 5 .- If President Diaz of Mezico accepts the invitation of the management of the National Export Exposition to be present at the opening of the International Commercial Congress October 10, when it is believed President Mo-Kinley will preside, he will find many of his countrymen here to greet him. President Dias will be at Chicago October 9, and, of course, will be accompanied by a large party, including several mem-bers of his Cabinet and most of his staff in full

Arriving in Philadelphia, he will find the Gov-

Arriving in Philadelphia, he will find the Governors of half a dozen Mexican States, delegates from cities and trades bodies of the republic and hundreds of the most successful business men of his country.

It would seem that only within the last fortnight has our sister republic fully awakened to a realization of the importance to her of the exposition and congress. The management of these projects during the last few days has been pleased and surprised by the news received from all parts of Mexico, and the prominence of the men accepting the invitation to be present indicates that the political, industrial and commercial interests of Mexico will have full representation.